

CHINA



MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4882. 號八廿月二年九十七百八千一英

HONGKONG, FRIDAY, FEBRUARY 28, 1879.

日八初月二年卯己

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE BONTY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Singapore. C. HEINZELN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELLO & Co., Macao, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HENDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELL & WALSH, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK, Esq.
E. R. BELLIOS, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. E. D. SASSOUN, Esq.
H. HOFFBUS, Esq. W. S. YOUNG, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 2½ per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,

Acting Manager.

Oriental Bank Corporation,

Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.

RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong

grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

FUTCHINGS

begs to announce to the Community of Hongkong that he will be able to supply

BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

Shed—WELLINGTON STREET, opposite the Cathedral.
Hongkong, September 20, 1878.

For Sale.

RECENTLY ARRIVED, FOR SALE.

RODGERS'S CELEBRATED CUTLERY.

WATERBURY'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUGE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS,

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First-class Composers.

OPERAS, Musical Instruction Books, &c.

A Fine Selection of

SHERRIES.

Very Fine "O. K."

BOURBON WHISKY.

CHATEAU DE FRANDS.

(A fine full flavoured Breakfast CLARET.)

BRANDIES, GIN.

LIQUEURS.

ALDS.

&c.

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co.,

Sole Agents for China.

Hongkong, February 19, 1879. my10

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT.

Part I. A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Five DOLLARS, or Two DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELL & WALSH, Shanghai.

Hongkong, March 1, 1878.

NOTICES OF FIRMS.

COMPAGNIE DES MESSAGERIES MARITIMES.

HONGKONG AGENCY.

FROM Date Mr G. DE CHAMPEAUX Assumes the Management of the Company's Agency at this Port.

L. HENNEQUIN,

Acting Agent.

Hongkong, February 13, 1879.

NOTICE.

THE Interest and Responsibility of Mr WALTER SCOTT FITZ, in our Firm in Hongkong and China, CEASED on the 31st December last.

Mr CHARLES VINCENT SMITH is admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879. jyl

NOTICE.

I HAVE admitted Captain EDWARD BURNIE to an Interest in my Business of MARINE SURVEYOR.

R. H. CAIRNS,

Club Chambers,

Hongkong, February 6, 1879. mal

NOTICE.

I HAVE this Day taken myself as a COMMISSION MERCHANT, &c., at No. 2, Queen's Road, under the Style of "J. G. SMITH & Co."

J. GRANT SMITH,

Hongkong, January 1, 1879. mal

Intimations.

LANE, CRAWFORD & Co.

ARE AGENTS FOR

COURVOISIER and ADET'S CLARETS.
COGNAC and ADET'S CLARETS.
CHUBB'S SAFES.
WHITBREAD'S STOUT.
VAN HOBOKEN'S GIN.
FOSTER'S BOTTLED ALE and STOUT.
SILBER LIGHT LAMPS.
FRENCH JAMS, Confiterie de St. James.
SEARBY'S GOLD LACE and OFFICERS' DECORATIONS.
BAXTER'S CANVAS.
KOHSTAMM'S CHAMPAGNE.

LANE, CRAWFORD & Co.

Reg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT:

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT:

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY:

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the United Kingdom by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

CHINESE IMPERIAL GOVERNMENT.

LOAN 1877.

THE COUPONS falling due 28th February current of the above LOAN, together with the BONDS DRAWN for Redemption, will be paid at the Office of this CORPORATION on and after that Date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

Agents Issuing the Loan,

T. JACKSON, Chief Manager.

Hongkong, February 22, 1879. mal

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending 31st December last, at the Rate of ONE POUND STERLING (£1 Stg.) per Share of \$125, is PAYABLE on and after MONDAY, the 17th Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, February 15, 1879.

NOTICE.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of MEMBERS of THE HONGKONG GENERAL CHAMBER OF COMMERCE, is UN-avoidably POSTPONED to TUESDAY, the 4th March, 1879, at 3.30 p.m.

By Order,

E. GEORGE, Secretary.

Hongkong, February 25, 1879. ma4

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING shareholders are requested to send in an account of BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the accounts will be closed.

By Order of the Board of Directors,

D. GILLIES, Secretary.

Hongkong, February 25, 1879. apl

NOTICE.

IN consequence of an ACCIDENT to the S. S. "MAY" FROELICH, the Steamer has gone to ABERDEEN DOCK for the purpose of Repairing, and her Cargo from Canton and here will be DISCHARGED into the S. S. "NIPPO" at Aberdeen and CONVEYED by that Steamer to the North.

SIEMSEN & Co., Agents.

Hongkong, February 27, 1879. ma2

NOTICE.

MRS. J. F. OSK begs to intimate to the Ladies of HONGKONG, CANTON and the Coast Ports that on the 1st MARCH she will OPEN a DRAPERY and DRESS-MAKING Business in the Premises lately occupied by Messrs. ROSE & Co., next door to the Hongkong Hotel, Queen's Road.

All communications to be addressed to Mrs. J. F. OSK, as the Business will be conducted on her sole account.

Hongkong, February 1, 1879. mal

W. T. ALLEN & Co.'s ORNAMENTAL IRON WORK.
GILBEY & SONS' WINES.
BASS'S DRAUGHT ALE.
LETT'S DIARIES.
ISIGNY BUTTER.
TEACHER'S WHISKY.
CONSTABULARY REVOLVERS.
THE NEW LIFE JACKET.
LONDON & CHINA EXPRESS, OVER-LAND MAIL, and THE HOME NEWS.

Auctions.

PUBLIC AUCTION.

By Order of the BOARD of DIRECTORS OF THE CLUB LUSITANO, with the sanction of a majority of the Shareholders given in General Meeting.

THE Undersigned will sell by Public Auction, on

SATURDAY,

the 1st March, 1879, at 2 p.m., on the Premises,—

Lot 1.—All that Piece or Parcel of GROUND, being portion of Inland Lot No. 125, measuring about 6,406 square feet, with a Frontage of 91 feet, more or less, on Elgin Terrace; and the MATERIALS of that portion of the Building known as the LUSITANO THEATRE, being upon the said Piece of Ground.

Lot 2.—The GAS SUNLIGHT, BRACKETS, PIPES, and other GAS FITTINGS, and SEATS in the said Theatre.

Conditions of Sale and Particulars of the Property may be obtained upon application at the Office of the Undersigned, where also a Plan of the Premises may be seen.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, February 12, 1879. mal

AUCTION OF ENGLISH-MADE HOUSEHOLD FURNITURE, GRAND PIANO, &c., &c., &c.

LANE, CRAWFORD & Co. have been instructed to sell by Public Auction, on

WEDNESDAY,

the 5th March, 1879, at 2 o'clock p.m., at "The Hermitage," the Residence of A. MC G. HEATON, Esq.,—

The whole of the ENGLISH-MADE FURNITURE, comprising:—A Drawing-Room Suite of Ebonyized Walnut Covered with Cretonne, Whatnots, Side Tables, Chiffoniers, Mantel-piece Mirror, Chromolithographs, Window Curtains, &c., &c.

Dining-Room FURNITURE, comprising:—Polished Oak Chairs and Couches covered Morocco, Sideboard, Dining Table, Whatnot, Electro-plated Ware, Glass, and Crockery Ware, &c., &c.

Bed-Room SUITE, consisting of:—Polished Ash Wardrobes with Mirror Doors, Dressing Tables, Chests of Drawers, Chairs, Toilet Glass, Writing Table, and a Brass Bedstead with Spring and Horse-hair Mattress, &c., &c., &c.

A GRAND PIANO, by JOHN BROADWOOD & SONS.

Catalogues will be issued, and the Furniture will be on view from Noon of Tuesday, the 4th.

Hongkong, February 26, 1879. ma5

PUBLIC AUCTION.

THE Undersigned has received instructions from "H. M. Naval Store-keeper, to sell by Public Auction, on

TUESDAY,

the 11th of March, 1879, at 11 o'clock a.m., at H. M. NAVAL YARD,—

Sundry condemned NAVAL and VICTUALLING STORES, comprising:—

Old Wrought and Cast Iron, Iron Tanks, Leather Hoses, Canvas, Lamps, Lanterns, Glass, Clocks, Boats, etc., etc.

Sundry Provisions, Clothing, etc.

4 Tins each 4 gal. Ether.

And,

2817 lbs. Tobacco.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,

Government Auctioneer.

Hongkong, Feb. 21, 1879. mrl1

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCOW.

The Steamship "KWANGTUNG,"

Capt. PUNCEBURY, will be despatched for the above Ports on SUNDAY, the 2nd Proximo, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, February 27, 1879. ma3

FOR SHANGHAI, YOKOHAMA AND HIOGO.

The Steamship "TEVIOT,"

W. C. NISSE, Master, will be despatched for the above Ports on SUNDAY, the 2nd Proximo, at Daylight.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, February 27, 1879. ma3

Shipping.

Steamers.

FOR AMOY, TAMSUI & TAIWANFOO.

The Steamship "HAILUONG,"

Captain GOON, will be despatched for the above Ports on SATURDAY, the 1st Proximo, at Noon.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, February 25, 1879. mal

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamship "OCEAN,"

ED

Intimations.

3rd DRAWING.

Chinese Imperial Government Loan 1877.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, on the 28th of February next (1879), when the Interest thereon will cease to be payable, were this day Drawn at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31 Lombard Street, in this City, in the presence of Mr. WILLIAM NICHOLLS, Acting Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1147 Bonds Nos. —

11	1614	3229	4844	6443	8063	9662	11276	12883	14498
21	1637	3240	4848	6457	8065	9685	11287	12899	14509
31	1641	3242	4848	6469	8063	9691	11307	12915	14521
41	1680	3270	4880	6492	8095	9703	11315	12933	14536
51	1694	3294	4903	6517	8133	9740	11344	12967	14570
61	1701	3318	4926	6538	8136	9746	11355	12968	14578
71	1722	3329	4931	6552	8153	9770	11372	12991	14591
81	1732	3337	4956	6556	8164	9778	11386	12999	14605
91	1742	3359	4967	6579	8180	9788	11400	13010	14620
101	1764	3371	4971	6589	8194	9813	11414	13028	14640
111	1769	3382	4992	6596	8205	9824	11428	13065	14657
121	1791	3402	5012	6610	8229	9841	11442	13072	14679
131	1804	3416	5021	6625	8238	9845	11463	13079	14680
141	1820	3426	5039	6644	8247	9858	11477	13079	14680
151	1825	3444	5046	6659	8264	9874	11484	13087	14705
161	1835	3458	5067	6686	8284	9887	11502	13106	14716
171	1862	3469	5082	6688	8291	9899	11528	13137	14743
181	1874	3486	5089	6699	8306	9915	11537	13151	14765
191	1890	3489	5109	6708	8322	9930	11553	13164	14784
201	1894	3512	5124	6725	8333	9953	11565	13179	14797
211	1910	3528	5131	6735	8356	9958	11584	13180	14809
221	1921	3542	5144	6756	8361	9970	11603	13208	14814
231	1934	3556	5163	6773	8389	10005	11607	13222	14828
241	1950	3561	5179	6780	8401	10011	11631	13235	14851
251	1954	3584	5199	6808	8426	10029	11643	13247	14865
261	1971	3612	5215	6821	8438	10045	11653	13268	14870
271	1999	3622	5235	6837	8448	10066	11687	13284	14883
281	2011	3640	5241	6857	8463	10071	11689	13289	14889
291	2026	3653	5263	6868	8483	10084	11691	13301	14918
301	2058	3668	5288	6876	8485	10095	11710	13317	14927
311	2073	3682	5292	6892	8500	10117	11729	13335	14943
321	2081	3691	5294	6906	8517	10130	11734	13347	14955
331	2097	3710	5319	6920	8539	10141	11747	13361	14969
341	2114	3714	5326	6931	8541	10153	11763	13379	14983
351	2128	3738	5337	6951	8567	10172	11783	13398	14998
361	2180	3741	5353	6965	8570	10183	11793	13411	15010
371	2144	3766	5366	6974	8586	10193	11817	13427	15024
381	2167	3780	5389	6990	8602	10213	11817	13428	15041
391	2184	3790	5403	7003	8612	10228	11834	13441	15057
401	2189	3808	5405	7019	8627	10239	11850	13458	15069
411	2206	3817	5426	7042	8642	10253	11862	13474	15084
421	2226	3828	5437	7047	8653	10271	11875	13486	15098
431	2229	3841	5450	7080	8669	10277	11891	13500	15114
441	2252	3852	5474	7074	8682	10302	11908	13511	15127
451	2260	3869	5488	7088	8703	10306	11927	13529	15158
461	2282	3881	5495	7101	8712	10325	11934	13541	15180
471	2288	3901	5516	7125	8732	10333	11943	13548	15187
481	2299	3918	5528	7129	8743	10360	11959	13580	15180
491	2314	3925	5543	7146	8755	10362	11978	13584	15200
501	2336	3938	5560	7164	8765	10376	11986	13600	15218
511	2352	3956	5564	7174	8780	10390	12000	13617	15220
521	2364	3964	5578	7193	8804	10418	12016	13630	15240
531	2376	3978	5600	7202	8810	10423	12028	13640	15247
541	2394	3995	5604	7214	8825	10434	12042	13656	15268
551	2398	4009	5627	7227	8840	10448	12057	13669	15277
561	2412	4024	5641	7251	8859	10460	12070	13683	15293
571	2425	4038	5655	7265	8889	10491	12101	13716	15318
581	2441	4060	5685	7286	8893	10502	12116	13722	15332
591	2451	4074	5690	7286	8903	10516	12130	13742	15351
601	2477	4088	5691	7303	8908	10516	12130	13742	15351
611	2492	4097	5710	7318	8922	10531	12140	13755	15361
621	2498	4104	5714	7323	8933	10543	12157	13763	15381
631	2511	4123	5729	7340	8950	10560	12169	13780	15393
641	2531	4144	5733	7355	8967	10574	12182	13792	15402
651	2545	4147	5757	7366	8979	10580	12197	13808	15421
661	2562	4164	5770	7387	8989	10604	12216	13821	15432
671	2567	4186	5784	7393	9011	10613	12224	13836	15443
681	2578	4190	5802	7412	9021	10628	12245	13849	15459
691	2604	4214	5823	7426	9036	10642	12254	13864	15472
701	2607	4228	5828	7436	9054	10655	12271	13875	15486
711	2625	4238	5841	7452	9060	10670	12283	13893	15501
721	2646	4255	5853	7475	9086	10685	12306	13903	15517
731	2660	4270	5870	7487	9093	10690	12313	13918	15532
741	2670	4282	5881	7492	9106	10724	12325	13935	15543
751	2685	4298	5900	7508	9119	10725	12336	13953	15566
761	2696	4304	5910	7520	9130	10740	12356	13974	15576
771	2713	4325	5927	7541	9147	10757	12365	13989	15593
781	2727	4337	5944	7547	9157	10769	12377	13997	15609
791	2740	4347	5959	7573	9171	10782	12405	14019	15623
801	2750	4366	5967	7578	9191	10806	12423	14036	15640
811	2762	4378	5980	7594	9200	10820	12434	14053	15655
821	2773	4390	5994	7604	9230	10841	12452	14059	15672
831	2796	4403	6011	7617	9243	10852	12462	14082	15686
841	2813	4416	6029	7649	9256	10870	12477	14095	15690
851	2828	4438	6040	7649	9263	10887	12490	14109	15699
861	2838	4454	6057	7670	9287	10897	12504	14114	15716
871	2857	4476	6089	7697	9307	10911	12520	14130	15729
881	2883	4489	6092	7706	9312	10924	12533	14141	15745
891	2898	4508	6117	7725	9327	10942	12557	14156	15753
901	2912	4517	6124	7736	9341	10951	12561	14173	15766
911	2925	4536	6144	7753	9363	10964	12578	14186	15787
921	2937	4545	6157	7767	9379	10978	12592	14200	15794
931	2954	4564	6164	7775	9382	11004	12604	14218	15810
941	2965	4572	6176	7796	9408	11007	12615	14229	15825
951	2972	4602	6189	7811	9418	11019	12629	14240	15838
961	2986	4600	6211	7817	9428	11041	12644	14255	15855
971	3010	4617	6218	7827	9448	11048	12658	14275	15866
981	3022	4634	6242	7846	9451	11063	12677	14281	15879
991	3038	4639	6258	7859	9467	11077	12688	14299	15891
1001	3051	4654	6265	7878	9480	11080	12705	14310	15907
1011	3066	4668	6276	7886	9493	11103	12715	14326	15928
1021	3080	4682	6291	7898	9519	11122	12730	14342	15938
1031	3088	4694	6307	7913	9524	11139	12744	14352	15951
1041	3098	4711	6326	7927	9533	11156	12756	14366	15963
1051	3119	4720	6337	7927	9549	11166	12771	14387	15976
1061	3135	4747	6343	7953	9569	11180	12785	14399	15992
1071	3143	4750	6368	7973	9579	11196	12799	14412	16003
1081	3164	4773	6381	7980	9603	11208	12815	14427	16017
1091	3178	4781	6380	8005	9603	11225	12828	14459	16030
1101	3189	4799	6400	8009	9619	11231	12847	14459	16030
1111	3203	4814	6422	8023	9653	11250	12855	14484	16044
1121	3215	4822	6428	8043	9647	11261	12874	14481	16051

For £100 Sterling each, — £114,700.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents issuing the Loan.

(Signed) W. NICHOLLS,
Acting Accountant.

Counter-signed,

W. W. VENN, Junior,
Notary Public,
2, Pope's Head Alley, Cornhill, E.C.G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND
JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.48, Queen's Road Central,
Hongkong, February 29, 1879.HONGKONG WHARF & GODOWNS
STORAGE.GOODS RECEIVED on STORAGE at
Moderate Rates, in FIRST-CLASS
GODOWNS, under European supervision;
and VESSELS Discharged alongside the
WHARF, on favorable Terms, with quick
despatch.MEYER & Co.,
Proprietors,
Hongkong, November 25, 1878.

Intimations.

GEORGE PHILIP DARK (DECEASED).

CLAIMS against the above Estate should
be sent in to the Undersigned before
the 15th of March.B. F. HANCOX,
Acting Consul.

Canton, Feb. 25, 1879.

DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI
during the Summer Months, leaving
Hongkong on the 1st of April next.
Hongkong, February 10, 1879.MOORE & Co.,
"VARIETY STORE,"
NEWS AGENTS AND TOBACCONISTS,
No. 42, Queen's Road Central,

flogging introduced by His Excellency has been steadily pursued, notwithstanding the alarming state to which crime in the Colony has risen. Why has this document been withheld while the *Government Gazette* has week after week been filled up with official and semi-official verbiage? Report says the document was not by any means favourable to His Excellency's views on the flogging question. It is said that the Commissioners found that flogging as administered *at the present time* in the Gaol lacerates the flesh to such a degree that the wounds are as long healing as those caused by the cat when applied to the back. They also found, that the consequences resulting from flogging on the back had been over-estimated, and that if all the knots were taken out of the cat no permanent ill effects were likely to ensue. The two gentlemen who formed this commission were certainly well qualified to conduct the enquiry with which they were entrusted, and it is a little provoking that no practical result so far appears to have followed their investigations.

LOCAL AND GENERAL.

The P. M. S. *Colima*, which was to sail from San Francisco for Yokohama and Hongkong on the 6th Feb., ought to be close to Yokohama by this time.

By the kind permission of the Colonel and Officers of the respective Regiments, the Band of the 74th Highlanders and the Band of the 27th Regiment will play a selection of tunes on the Cricket Ground to-morrow afternoon during the Sports.

The lightning of the last two or three days has left its mark. The flagstaff on the Canton wharf was struck, and fell to the ground; and the American ship *Pilgrim* was also struck, but sustained little or no damage.

An Inquest was held at the Gaol on the body of a Chinaman named Li Tsun, who had died whilst undergoing a sentence of 9 months' hard labour. After hearing the Doctor's evidence the Jury—comprising Messrs. W. Boffey, B. B. D. Sayle, and P. Rose—returned a verdict of death from natural causes.

We are requested to state that programmes of the Athletic Sports can be obtained on the Course at the entrance to the enclosure to-morrow. We may again remind our readers that the Sports will commence at 1 p.m. to-morrow punctually. There are no less than thirteen events on the programme; and as the weather looks most promising, an enjoyable day is looked for.

The Band of the 74th Highlanders will perform the following programme at the Athletic Sports, to-morrow afternoon commencing at 2 p.m.:

March, *Skidmore Guards*, American.
Overture, *Military*, Embury.
Valse, *Dream of the Ocean*, Gungl.
Polka, *Zerlina*, Etting.
(Cornet)
Waltz, *Spanish Dance*,
Clarinet, *Il Borginastro di*, Donizetti.
Galop, *Zazander*, Zieher.
(Free Thoughts), Zieher.

The cases at the Police Court to-day were mostly unimportant, consisting chiefly of summonses for obstruction or nuisance. In one case a man named Kwong Awan was charged by Sergeant St.anton with keeping a public gambling house and was fined \$200 or 6 months' hard labour; and three others were fined \$2 each, or 7 days' hard labour, for being found in the house. —Benjamin Kavanagh, a private (No. 811 B. Company) H. M.'s 27th Regiment, was fined \$2 or 4 days' imprisonment for being drunk and disorderly, and ordered to pay the complainant—one Kwok Asing, a shop-keeper—\$3.60 for damaging a vase and a lamp. —There were in all two gambling cases before the magistrate to-day. —Captain Launay, of the French barque *Julie*, was summoned for assaulting his Chinese cook. The complainant stated that the Captain threw a carving knife at him, because he had cooked too many oysters. Defendant denied that he threw a knife at the cook, but admitted throwing a spoon, as he was very angry at the time, the cook having spoiled his dinner for several days. The case was remanded for the attendance of the boy, who the Captain said had seen the whole affair. —Wong Assu, a boatman, was charged with returning from deportation. He had been three times deported. He was remanded for a week.

The outgoing Opium Farmer gives up his monopoly at 12 o'clock to-night, at which hour the New Farmer takes the lucrative business in hand. Some little skirmishing it would appear, has been going on during the last few days between the outgoing and incoming monopolists; and considering the amount of money involved, this is not remarkable. It has been alleged that the Farmer who gives up the monopoly has been laying himself out to get as much of the drug shipped off as possible while the "sun shone," and the New Monopolist has equally been striving

to get every nerve to prove that this was irregular, and to throw every obstacle in the way. The American barque *Helena*, which was towed out to sea by the *Fame* to-day, is said to have taken a large shipment of the drug to the Pacific Coast; and as the Captain had been suffering from a slight attack of measles, efforts were made to stop the ship. These enterprising endeavours, however, seem to have been checked by those concerned in the ship's departure, and an extra captain and mate were shipped in order that no exception could be taken by the authorities on that ground. The *Helena* also took the regulation allowance of "twenty" passengers to Vancouver's Island, and the numbers on the passenger list are said to have been severely scrutinized by the Opposition, with the view of throwing the drug into the new lease commencing to-morrow. Whether or not there are any similarly "burning questions" on shore to settle we cannot say yet; but the present transfer of the license for opium-boiling has apparently excited more strong feeling than that on any previous occasion.

The S. S. *Teviot*, which arrived here on Wednesday from London, via the usual ports of call, appears to have had a bad time of it between London and Malta. Her troubles began in the River Thames, she having to throw overboard six cases of acids which were found to have burst. On the 31st December, she encountered a strong N. W. gale, which, continuing to increase in violence, veered gradually round to the westward, and in the afternoon a tremendous gale was blowing, a heavy sea breaking on board doing considerable damage to the saloon, stores, and top-hammer—wheel, gratings, meat-safe, harness-oaks, and lining and mouldings of decks all coming in for a share of attention. The following day the wind hauled back to W. N. W. and a heavy cross sea was the consequence, the motion of the vessel being anything but pleasant. Large bodies of water continued to come on board, and it was found necessary to ease the engines to half speed. The weather moderated a little during the morning, but at 2 p.m. it hauled to the S. W., and heavy squalls were the order of the day. The fore and main masts were blown away, and by 7.30 p.m. a perfect hurricane was blowing, with a tremendously high sea. Everything movable about the decks was washed away. The vessel was put head to sea and steamed slowly. At about 9 p.m. a heavy sea came on board which completely gutted the port side of bridge-bellies, swept away port forward boat, with davits and gear, bridge, galley, water-casks, pig-pen, hen-coop, carpenter's bench, and after-wheel. This state of affairs continued all the next day, the weather showing no signs of abatement; nothing but water, wretchedness, and bruises being the lot of her unhappy crew. The decks were at the time filled to the level of the top of the bulwarks. The weather continued to be very unsettled all the way to Malta, where she arrived on the 11th, after a very miserable and dangerous passage of 14 days.

LOSS OF THE S. S. "TAIWAN."

The steamer *Yaso*, Capt. S. Ashton, which arrived from Amoy last evening, furnishes the following particulars of the loss of the *Taiwan*, and of the final abandonment of that ill-fated vessel:

Left Foochow the 19th inst. and arrived in Amoy the morning of the 20th, and from thence proceeded to the Pescadores in search of the wreck of S. S. *Taiwan*. Communicated with the authorities of Makung Harbor to learn the whereabouts of wreck, and found H. M. S. *Hart* at the Pescadores also in search of the wreck. On the morning of the 21st the two vessels proceeded in company to the vicinity of Bird Island, and found S. S. *Taiwan* badly ashore on a reef lying 2 miles to the N.W. of the island. Communicated with the wreck, and learned that the cargo saved was ashore on Bird Island. We proceeded to Bird Island and saved the saved cargo, consisting of opium, treasure and piece goods, the rest of the cargo having been jetted at the time the ship struck, in the hopes of floating her. H. M. S. *Hart* remained by the wreck, great hopes being entertained at this time of floating her off. On the 22nd an attempt was made to tow the ship off. H. M. S. *Hart* moving in close to the wreck and assistance being given by both crews, a hawser was made fast to the *Hart* from the wreck. The attempt however was unsuccessful, as a strong N.E. gale, with a high sea running, suddenly springing up, made it dangerous for the crew to remain on board; the ship bumping heavily and showing signs of breaking up. The officers and crew were ordered to abandon the wreck, most of them being received on board H. M. S. *Hart*. Captain Abbott and engineers remained on board till 3 p.m., when they were compelled to leave the vessel. The gale continued to increase, and both ships had to turn for shelter in Makung Harbor. S. S. *Yaso*, in getting under weigh, lost her best bower anchor. The gale continued the whole of that night and part of the next day, the 23rd. On the morning of the 24th both vessels again visited the wreck and found that during the gale the vessel had shifted and completely torn her bottom out. No hopes being entertained of getting her off the reef, the most valuable of her fittings were taken on board, and both vessels left the scene of the wreck that night. S. S. *Yaso* proceeded to Taiwan and landed and saved cargo and passengers. On the evening of the 26th left for Amoy and on the 27th left for Hongkong, when had light winds and calm weather. A steamer off Mendocino beat North.

Is it?—An individual who was in the row in front of the Criterion, which there has been so talk about, wants to know if tripping up an objectionable policeman might be described as "laying down the law." He had better consult a magistrate.

CORRESPONDENCE.

FLOGGING OF CRIMINALS.

To the Editor of the "CHINA MAIL."

28th February, 1879.

SIR,—The remarks of Sir John Smale on this subject, as given in the case of Lee Ahn, are well worthy of consideration, as also his statement that Mr Justice Snowden has held the Court not to be bound by precedents.

His Lordship was asked if he had said the regulation instrument. He said he had.

Practically have altered since Sir John left the Colony on leave.

Can you give the general public an idea of the regulation instrument now in use, and on what part of the body the punishment is inflicted?

Could you also make public the present state of health of one "Leong Aloi," on whose almost dying condition was based, nearly a year ago, a medical enquiry into the effects of corporal punishments in the Gaol here?

Yours &c., "CURIOUS."

China.

FOOCHOW.

(Herald, Feb. 20th.)

H. B. M.'s *S. Lapping* arrived in port, with naval stores from Amoy, on the 15th, and left for Shanghai on the 17th instant.

It is perhaps a fact worth noting, though at the same time a matter of regret, that on Saturday last, the 15th instant, there was not a single merchant vessel in port.

During the greater part of Tuesday last the sky was obscured by a dust-storm, accompanied by an unhealthy oppressiveness of the atmosphere. These phenomena are of more frequent occurrence in the North, but we believe almost unknown in the extreme South of China.

We are glad to notice that the Chinese Religious Tract Society have offered a prize of \$25 for the best written pamphlet against *Fung-Shui*—to be completed by Chinese, and, of course, to be written in the native language. To have any effect, however, this essay should be written in plain straightforward language and without any straining at the sickening cant common to religious tracts in general.

Mr. Amoy takes us at a late hour, that one of the Arsenal gunboats arrived in port to-day from Formosa with intelligence that Messrs. Douglas Lapsack & Co. S. S. *Taiwan*, had been lost off one of the Pescadores. The unfortunate vessel was lying half under water, with her bow completely destroyed. All hands and a portion of the cargo (treasure and opium) were already saved, and the captain had gone in a junk to Amoy for assistance.

Messrs. Hayler and Drummond, who have been engaged by the *feng shui*-ists to conduct their case against the English Church Mission, arrived during the past week. The defendants have not, so far as we can learn, received any notice of action, but we hear that it will be served on them in a few days. The case will, it is rumoured, be tried before Judge French, and will no doubt create an unusual interest.

The stabler of a foreign resident, we hear, broken into on the early morning of the 18th inst. by a gang of ten armed men. A reasonable alarm was, however, given by a watch dog on the premises, and the mafios turned out and drove away the thieves, after killing one of the gang. It is supposed that the object of the attack was the capture of two valuable ponies, both of which would, it is believed, have been carried away had it not been for the resistance made by the mafios. As it was, the mafios decamped with only a small booty, consisting of seven turkeys and six chickens. A request on the remains of the murdered thief was said to be a native of Chiang-chow-fu was said by a Chinese magistrate yesterday evening. The proceedings were of quite a formal character, and resulted in a verdict of justifiable homicide.

A case of suicide in fashionable Cantonese life occurred in the Foreign Settlement a few days ago. The circumstances attending it are perhaps worth recording. The suicide—son of a wealthy comprador, in the employ of a foreign house at this port, and the reputed happy possessor of more than one fair spouse—is said to have incurred the enmity of his father through a *malchance* with a certain fair damsel. The fact of an offshoot of true Cantonese, blue blood extending the family relationship to any one outside the magic circle of comprador respectability was more than the irate parent could calmly endure. So the indignant *paterfamilias* proceeded to the exercise of his extreme parental authority, and in short inflicted severe corporal punishment on his unfortunate son,—for loving not wisely but too well. The law of China allows, we believe, a parent to exercise almost unlimited authority over his children—of whatever age—and the latter are necessarily obliged to submit to any abuse of such authority. In this case, the young man preferred death to further ill-treatment, so he left his father's roof—and sick of heart, as we may imagine—and paid his debt to nature.

SHANGHAI.

(News.)

Charles Wilson, the sailor who was sentenced in November last, by D. H. Bailey, Esq., United States Vice Consul-General, to eighteen months' imprisonment on a charge of attempted manslaughter, escaped during Wednesday night from the U. S. Consular gaol. The charge, it will be remembered, arose out of a disturbance on board the American ship *Gold Hunter*, then in the Old Dock, and Wilson, who it was proved fired five or six shots at the police, wounding one in the thigh, was condemned as the ring-leader. His plan to escape from gaol was well conceived and cleverly executed. He was confined in a cell looking into the street on the northern side of the gaol, and between it and the gaoler's private quarters there is only a narrow passage. In the cell he had a movable bamboo couch to sleep upon, in the front of which are drawers while the back is hollow. This was placed against the outer wall. By some means he managed to get into his cell an iron bar about a foot long, which is used to fasten the iron on the legs of prisoners, and also a piece of rope about twenty feet in length. With the bar and a knife he made a hole in the outer wall close to the floor, under the sleeping couch which, when in its proper place, concealed it from view. The hole was nearly a foot and a half wide, and squeezing through it he descended into the yard below by means of the rope, and then his next obstacle was the gaol-yard wall. To scale this would seem to outsiders a difficult task, but any man of ordinary

agility can accomplish it from within, there being pillars, which, it was aptly said, appeared to have been built for persons to get over the wall; and a young man like Wilson could easily mount it. His absence was discovered about seven o'clock in the morning, and the police were at once communicated with. Shortly after noon the gaoler discovered the runaway concealed in the hold of the British barque *Martha*, where it was said he had managed to get without the knowledge of any of the crew. It is thought that he had accomplices in the gaol, but it is rumoured that after he got away his whereabouts was divulged.

OLYPHANT & CO.'S FAILURE.

The *New York Herald* of the 4th January contains the following additional particulars of Messrs. Oliphant & Co.'s suspension:—

The failure of Oliphant & Co., China commission merchants, a few weeks since—a firm having made an assignment to Henry M. Olmstead—was followed yesterday by the filing in the Court of Chancery of a petition for the liquidation of the firm, as required by law. The firm is composed of William W. Parkin, George W. Talbot, Robert S. Geary, Talbot Oliphant, Tobias Pim and John F. Seaman, and the schedule, contrary to the usual custom, was filed by the assignee, Mr. Olmstead. The latter states in his affidavit that on account of the fact that various branches of the firm's business are established in China and elsewhere it has been impossible to file the schedule within the period of twenty days, as required by the statute. He then goes on to say that the accounts of Messrs. Parkin, Talbot, Geary and T. Oliphant exhibit large debit balances, but these arise, as the assignee believes, from the fact that these gentlemen are charged with their respective shares of losses in addition to the amounts drawn by them for family expenses. The following is a showing of the firm's condition, the liabilities, as will be seen, not being entirely computed:—

	Nominal.	Real.
Merchandise.....	\$154,888.00	\$104,013.00
Cash.....	3,181.64	3,181.64
Book assets.....	135,800.78	79,065.34
Totals.....	\$293,870.42	\$186,260.49

LIABILITIES. \$645,000.00

Among the more important creditors to whom are owing amounts exceeding \$5,000 are the following:—Atlantic Mutual Insurance Company, \$18,646.35; Henry M. Faber (partially secured), \$23,000; Second National Bank of Cleveland (partially secured), \$15,000; Ludwig & Co., Lima, \$12,000; the Republic of Peru, \$93,252.62; Provost & Co., of Lima, \$10,000; A. Rau, \$12,100; Francis M. Parkin, \$14,508.18; J. L. Brewer, Brother & Co., \$11,040; Battelle & Rennett (partially secured), \$12,226.95; Drexel, Morgan & Co. (partially secured), \$95,939.86; J. S. Morgan & Co., of London (partially secured), \$20,544.62; Brown, Shipley & Co., of London, \$97,235.35; National Bank of the Republic (partially secured), \$15,000; Forbes, Forbes & Co., of London (partially secured), \$150,597.89. Besides these there are numerous other smaller claims, ranging from \$100 to \$5,000, which go to make up the estimated aggregate of liabilities given above.

GREAT FIRE IN NEW YORK.

New York, Jan. 17.—A fire broke out this evening, at 62 Worth-street, and spread rapidly. The flames were first seen on the third floor, and before the firemen could get fairly to work, spread to 58 Worth-street, and in a short time the buildings right through to Thomas street were in a blaze. There was some difficulty at first in getting water, but in a short time a large number of streams were poured on the flames from the Thomas street side. Second and third alarms were sent out, and ten engines were soon at work on Worth street and five on Thomas street. The fire is said to have originated on the third floor of No. 62 Worth street.

While Eric Commissioner Bonner and a number of firemen were on the floor where the fire originated, the floor began to give way and they were compelled to beat a hasty retreat to the Thomas-street side. They were not a moment too soon, for just as the last man escaped the floor gave way with a crash, and the flames burst out on both sides. The police reserves were called out to keep back the great crowds that were attracted to the spot. While President King, of the Fire Department, was standing in front of 62 Worth street, a cry was raised that the wall was falling, and a number of firemen rushed to his rescue. They had scarcely got across the street, when the second floor fell in with a crash. In spite of the efforts of the firemen, the flames spread with terrible rapidity, and were soon communicated to No. 64. Here, everything seemed to burn like tinder. Stream after stream of water was directed on the buildings, but to no purpose, and floor after floor fell in with a tremendous crash, spreading consternation among the crowds that extended two or three blocks away. The firemen worked hard and willingly, but they began to get tired out. An additional force was then sent for, and soon a large number of fresh men were drafted from up-town districts, and put to work. It was too late, however, to save No. 62, and the whole building was completely gutted. The flames then took hold of Numbers 60 and 68 Worth street, and from that time the firemen seemed to give up all hope of saving any of the stores, and began pouring water on adjoining buildings. The flames suddenly burst through to Thomas street, and the whole vicinity was made as bright as day. The flames still gained head in spite of the efforts of the firemen. All the buildings were occupied by dry goods merchants and importers, and at about 10 o'clock were in a blaze. As the woollens, silks and prints caught fire, the flames shot up from the cellars to a great distance above the roofs of the buildings. The wall of No. 62 began to sag and the firemen abandoned that side.

While working on No. 68, a heavy iron cornice fell to the street, but without injuring any one. At 11 o'clock nothing was left of the three buildings but the walls. The following are estimated losses: Val. Volkenburg & Leavitt, \$1,000,000; Wankingsham & Voigt, \$400,000; Schnabel Bros., \$150,000; John Slade & Co., \$15,000; Henry W. Mallory & Co., \$180,000; B. F. Smith, \$150,000; Forester & Co., \$250,000; Monotack Silk Company, \$50,000; Wm. Simpson & Co., \$140,000; Neuss, Hesseleim & Co., \$75,000. The cause of the fire has not been ascertained.

We learn from the *Madras Mail* that a great fire took place in Rangoon on the evening of Saturday, the 5th January, somewhat similar in extent to that of Hongkong on Christmas night. The wind was high, and in very little time the flames became uncontrollable for some little time until H. M. 89 P. V. Regiment with some sailors arrived, and, with the most persever-

ing efforts, succeeded in staying its course. About 150 houses were burnt, and the aggregate loss is estimated at ten lacs of rupees.

The increase of iron-built ships in the merchant navy during the last seventeen years has been very remarkable. In 1860, 181 iron vessels were built—a number which rose to 603 in 1864, when a check was experienced. For nine years the numbers fluctuated between 300 and 480; but in the last two or three years it has passed the previous maximum, and last year 545 iron vessels were built. The increase in the size is, however, most remarkable; for, while the number of the vessels built has been multiplied threefold, the tonnage is six times as great. In 1860, the tonnage of iron vessels built was 64,699; in 1864 it was 253,109; in 1870 the 457 vessels built were of 274,320 tonnage; and last year the tonnage of 545 vessels was 390,953.

To put it shortly, in the first half of the period under review 3,108 vessels were built, and in the second 4,264. But while the numerical increase in the second half over the first was about 37 per cent., the increase in tonnage was 89 per cent. With the increase of the number of iron vessels afloat there is a large increase in the number of these annually lost. In 1860 there were only seven iron vessels recorded as lost, and the tonnage of 1,288 assigned to them shows that they were comparatively insignificant in size. Until 1869 the number of iron vessels lost yearly was under 100, but in that year 104 were lost, and the tonnage of 53,483 shows that the average size was greatly increased. In 1874 the highest number was recorded as lost—159, the tonnage being 104,389. If the figures that have been gathered for the present year from some of the chief shipping and shipbuilding centres prove applicable to the whole country, the iron vessels built and lost in 1878 will be found both in numbers and tonnage in excess of those for its predecessor. There are now indications that the use of iron in shipbuilding may be somewhat superseded by steel; at several shipbuilding centres vessels have been built of steel, which are now running.

COMMERCIAL.

February 28. As anticipated in the last report the market for Bengal Opium has not been in any way influenced during the closing fortnight, calling for remark. The large business done in the previous fortnight has naturally restricted the call for drug during the interval under notice, though the rates for both kinds stiffened in the early part of it by the firmness of the large holders. But with the slackness in the demand lower rates were submitted to, the present quotations being \$575 for Patna and \$345 to \$347½ for Benares.

To the latest note receipts have to be added a further importation of 280 chests, making the total for the closing month 4,382 chests, against 3,070 chests in the corresponding month of last year. During the fortnight some 600 chests have been taken by the local consumers, against 900 chests at the corresponding period last year. This, with the exportations, leaves the available supply computed at 2,000 chests, against 2,400 chests same time last year. Of this last quantity 500 chests were Benares, of which kind the present stock comprises 350 chests.

MESSRS HEINEMANN & Co.'s Freight Circular for the Mail of Saturday, March 1st, says:—

The freight market has changed very little since issue of last report, a fair demand for tonnage continues, but though the number of disengaged vessels in port has decreased considerably, no improvement in freights is noticed.

Howards, only one settlement is reported from this port to New York, while for London the berth is still well supplied.

From the Philippines, several charters have been effected at low rates. Consigning, a fair amount of business has been done in steamers to load Rize in Saigon for this Port, and freights are firm; for the Northern ports suitable vessels are in good demand, but rates lately paid show no improvement.

The British barque *Corea*, 581 tons, proceeds to Manila, the Danish barque *Bury*, 711 tons, to Rangoon, and the British barque *Taunton*, 687 tons, to Saigon, all under order from home.

The following vessels left "seeking":—British ship, Elizabeth, Nicolson, 904 tons, for Manila.

American 3-m. schooner *Hattie N. Bangs*, 566 tons, for Nagasaki.

German barque *Pallas*, 421 tons, for Saigon.

French barque *Julie*, 504 tons, for Saigon.

German 3-m. schooner *Louise*, 245 tons, for Haiphong.

The disengaged tonnage in port amounts to 28 vessels, registering 19,635 tons, steamers not included.

The following are the settlements:—British ship Commissary, 899, Manila to London or Liverpool, private.

Italian barque *Alfredo*, 909, Manila to London or Liverpool, private.

German barque *Marie Louise*, 442, Manila to Channel F.O. to one port in the United Kingdom or Continent between Havre and Hamburg, private.

American ship *Pilgrim*, 956, Hoilo to New York or Boston, private.

American barque *S. B. Allen*, 586, to Portland, \$5,500 gold, 30 day days.

British barque *Pacific Slope*, 799, Takao to Melbourne, private.

British barque *Creawell*, 454, Takao to Sydney or Melbourne, private.

British Barque *Davina*, 425, Takao to Sydney, and from Newcastle back to Hongkong, private.

Swedish barque *Saga*, 455, to Labuan and back to Hongkong, \$2,800 in full, 40 day days.

American 3-m. schooner *Irene*, 481, to Tournon, \$1,150 in full, 25 day days.

British barque *Abbey Cowper*, 699, Keelung to Hongkong, \$2 per ton of 20 cwt., 22 day days.

American barque *R. M. Hayward*, 575, Nagasaki to Tien-sin, \$4 per ton of 20 cwt., 20 day days.

French barque *Paul Marie*, 324, Whampoa to Chefoo and back to Hongkong via Newchwang, 36 cents per picul, 30 day days.

British barque *Philippine*, 801, Newchwang to Hongkong, 80 cents per picul, 50 day days.

British barque *Channel Queen*, 607, Newchwang to Hongkong, 30 cents per picul, 32 day days.

British barque *Kirkland*, 453, Newchwang to Hongkong, 28 cents per picul, 30 day days.

British barque *Hylton Castle*, 548, Saigon to Manila, 18 cents per picul, 35 day days.

British 4-m. steamer *Loudoun Castle*, 180, Saigon to Hongkong, 15½ cents per picul, 16 day days.

British steamer *Fleur Castle*, 1822, Saigon to Hongkong, 15½ cents per picul, 16 day days.

Danish steamer *Thingvalla*, 1677, Saigon to Hongkong, 15½ cents per picul, 14 day days.

Quotations.

HONGKONG, February 28, 1879.

OPULM.—New Patna, cash, \$575 credit.

Old Patna, cash, — credit.

New Benares, cash, 645 credit.

Old Benares, cash, — credit.

New Malwa, cash, 800 credit.

Allowance Tael, — credit.

Old Malwa, cash, — credit.

Allowance Tael, — credit.

Exchange.

Bank, Wire, ... 3/54

30 days' sight, ... 3/68

6 months' sight, ... 3/74

Credit, ... 3/78

Documentary, 6 months' sight, 3/74

India, Wire, ... 2/8

Shanghai, demand, ... 72½

80 days' sight, ... 73

Bar Silver, 17 dwts. B., ... 109½

Sycee, ... 109

Mexicans, ... 4 %

Gold Leaf, 99½ touch, ... 28.30

Sovereigns, ... 5.58

Shares.

Hongkong Bank, 44 % prem.

Intimations.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the EIGHTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on MONDAY, the 24th March, 1879, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1878.

The Transfer BOOKS of the Company will be CLOSED from 10th March to the 24th March, both days inclusive.

By Order of the Board,

J. BRADLEE SMITH,
General Agent.

Hongkong, February 19, 1879. ma24

THE CHINESE INSURANCE CO.,
LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above-named Company, will be held at the Company's Office, No. 39, Queen's Road, in the city of Victoria, Hongkong, on MONDAY, the 10th day of March next, at 8 p.m., for the purpose of passing certain Special Resolutions providing for the following alterations in the Constitution and Articles of Association of the Company; viz:—

- 1.—That the Business of the Company be in future managed by a Board of Directors and a Secretary instead of the former and General Agents as heretofore.
- 2.—That if in the opinion of the Directors the Business of the Company in any year be such as not to warrant the Payment of Interest at 12 per cent. per annum on the Paid-up Capital, they may during such year reduce such Rate to such lower amount as they may consider desirable for the Interests of the Company.
- 3.—To enable the Directors if a necessity shall arise to pay such Interest or any part thereof out of the Reserve Fund.
- 4.—To provide that when there shall be profits applicable for dividend the same shall be divisible as the Shareholders in Meeting shall determine.
- 5.—That Fourteen Days instead of Thirty Days notice may be given of all Meetings of the Company.
- 6.—That Clause 147 of the Articles of the Company be expunged, leaving future changes in the Regulations of the Company to be made as provided for by Ordinance No. 1 of 1866.

NOTICE is hereby also given, that a Second EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company, will be held at the same Hour and Place on MONDAY, the 24th day of March next, for the purpose of confirming such Special Resolutions as may be passed at the First mentioned Meeting.

Dated this Third day of February, 1879.

By Order,

J. BRADLEE SMITH,
General Agent.

To Let.

TO LET.

THE DWELLING HOUSE, OUT-
HOUSES, OFFICES and
GODOWNS,
Recently occupied by Messrs W. PUSTAU
& Co.

Apply to LINSTEAD & Co.

Hongkong, February 15, 1879. mal

TO LET.

PORTION of a HOUSE, very suitable
for OFFICES and DWELLING, also
for a STORE, Queen's Road Central.
Possession 1st March next.

Apply to LANDSTEIN & Co.

Hongkong, February 4, 1879.

TO LET.

HOUSE No. 7, Zetland Street. Posses-
sion from March 15th.
DAVID SASSOON, SONS & Co.
Hongkong, February 26, 1879.

TO LET.

IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East:—

FIRST FLOOR, No. 2, with possession
1st February.

HOUSE No. 4, Praya East, either the
whole House or in Flats, with possession
on the 1st April next.

As also,

A FRONT and BACK ROOM in the
Dwelling to the eastward of the Pier,
with part of its spacious Verandah. Imme-
diate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai,
MARINE LOT 65.

Also,

A SPACIOUS TIMBER YARD, close
to the Wanchai Pier. Timber received on
Storage or the Yard Rented.

For further particulars, apply to

MEYER & Co.

Hongkong, August 16, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED
GODOWNS, on Marine Lot No. 10,
Praya Central.

Apply to TURNER & Co.

Hongkong, August 1, 1878.

TO LET.

FIRST CLASS OFFICES and GO-
DOWNS, Nos. 54 and 60,
Praya Central.

Apply to WO HANG,

No. 6 and 7, Praya West.

Hongkong, January 2, 1879.

Mails.



STEAM FOR

SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;

ALSO

BOMBAY, MADRAS, AND CALCUTTA

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
GUALICO, Captain J. C. BABOT, will leave
this on SATURDAY, the 1st March, at
Noon.

For further Particulars, apply to

A. McIVER, Superintendent.

Hongkong, February 18, 1879. mal

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

ALSO,

PONDICHERRY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON SATURDAY, the 8th March, 1879,
at Noon, the Company's S. S.
4 V. d. Commandant RAPAZEL, with
MAILS, PASSENGERS, SPOOLS, and
CARGO, will leave this Port for the
above places.

Cargo and Spoils will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until

Noon.

Cargo will be received on board until
4 p.m., Spoils and Parcels until 3 p.m.
on the 7th March, 1879. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, February 25, 1879. ma3

Incidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. BELGIC will be despatch-
ed for San Francisco via Yokohama,
on MONDAY, the 17th day of March, 1879,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
steamers from Shanghai.

Freight will be received on Board until
5 p.m. of the 16th March. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day: all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, February 26, 1879. mal7

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

INSURANCES.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,
General Agent.

Hongkong, December 8, 1878.

Insurances.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

SWISS LLOYD
TRANSPORT INSURANCE COMPANY
OF WINTERTHUR.

THE Undersigned having been appointed
Agents for the above Company, have
this Day taken over charge of the Hong-
kong Agency, and are prepared to grant
INSURANCE on MARINE RISKS at Current
Rates to all parts of the World.

MEYER & Co.
Hongkong, February 10, 1879.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
Agents in Hongkong for the above-
named Company, are prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of \$50,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premiums for Life Insurance in
China.

MEYER & Co.
Hongkong, August 13, 1878.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Said and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name. Anchor- age. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers

Albay F. Ashton Brit. str. 366 Jan. 18 Douglas Lapraik & Co.
Amoy Drewes Brit. str. 814 Feb. 20 Siemens & Co.
Aryll Scott Brit. str. 1271 Feb. 20 J. & S. N. Co.
Athol Thomson Brit. str. 922 Feb. 24 J. & S. N. Co.
Belgo Meyer Brit. str. 2652 Feb. 26 O. & S. S. Co.
Belona Ahrens Ger. str. 780 Feb. 23 Siemens & Co.
Bombay Scott Brit. str. 749 Feb. 12 Kwok Acheong
China Alderton Brit. str. 1036 Feb. 27 P. & O. S. N. Co.
Conquest Scott Brit. str. 317 Feb. 20 Kwong Lee Yuen
Danube Olmshy Brit. str. 561 Feb. 24 Yuen Fat Hong
Fame Stopani Brit. str. 117 H. K. & W. P. Dock Co.
Flintshire Thomas Brit. str. 1237 Feb. 21 Gibb, Livingston & Co.
Gwalior Babot Brit. str. 719 Feb. 25 P. & O. S. N. Co.
Hailong Goode Brit. str. 277 Feb. 26 Douglas Lapraik & Co.
Killarney O'Neill Brit. str. 1060 Feb. 25 Gibb, Livingston & Co.
Kwangtung Prenchard Brit. str. 875 Feb. 25 Douglas Lapraik & Co.
Nestor Freeman Brit. str. 1414 Feb. 26 Butterfield & Swire
Norma K Brit. str. 606 June 28 Kwok Acheong
Ocean Edmondson Brit. str. 971 Feb. 1 J. & S. N. Co.
Pacific Harnsheim Ger. str. 69 Jan. 10 Siemens & Co.
Penedo Cain Brit. str. 652 Feb. 26 Melchers & Co.
Sea Gull Nisbet Amer. str. 48 July 18 W. H. Ray
Teviot Nisbet Brit. str. 1262 Feb. 26 Adamson, Bell & Co.
Thales Lamont Brit. str. 820 Jan. 9 Douglas Lapraik & Co.
Yesso S. Ashton Brit. str. 559 Feb. 27 Douglas Lapraik & Co.
Yottung Goggin Brit. str. 286 Feb. 11 Kwok Acheong
Zephyr Bauer Brit. str. Russell & Co.

Sailing Vessels

Abney Cowper Carr Brit. bge. 690 Jan. 29 Meyer & Co.
Alden Bessie Rogers Amer. bge. 850 Dec. 17 Rosario & Co.
Alfred Pittsburg Ital. bge. 909 Jan. 17 Vogel & Co.
Arabella Pearson Brit. bge. 665 Feb. 4 Master
Beethoven Hajo Ger. bge. 340 Jan. 28 Melchers & Co.
Black Hawk Hoyland Amer. sh. 1128 Jan. 13 Vogel & Co.
Black Watch Kennish Brit. bge. 491 Dec. 6 Arnold, Karberg & Co.
Catherine Marden Marden Brit. sm. sc. 287 Feb. 22 Captain
Channel Queen Lucas Brit. str. 609 Jan. 28 Edward Schellhass & Co.
Charmar Luc Amer. sh. 1333 Jan. 8 Order
Christina Capra Nic. S. m. sc. 173 Dec. 2 J. J. dos Remedios & Co.
Coers Capra Amer. sch. 188 July 18 W. H. Ray
Coloma Hall Amer. bge. 853 Nov. 16 Russell & Co.
Conchita Arias Span. l. ge. 408 Feb. 18 Remedios & Co.
Cordonan Bertold Feb. bge. 459 Feb. 22 Carlowitz & Co.
Corea Pearce Brit. bge. 555 Jan. 9 Meyer & Co.
Cresswell White Brit. bge. 424 Jan. 6 Wieler & Co.
Dava Scott Brit. bge. 455 Feb. 17 Arnold, Karberg & Co.
Deux Freres Chansan Feb. bge. 387 Feb. 8 Landstein & Co.
Echo Tozer Brit. bge. 369 Feb. 26 Arnold, Karberg & Co.
Excelsior Kloutz Ger. bge. 647 Feb. 17 Siemens & Co.
Formosa K Ger. bge. 282 Feb. 6 Melchers & Co.
Forward Vandevord Brit. bge. 744 Dec. 17 Rosario & Co.
Hanza Deneken Ger. bge. 499 Feb. 4 Wieler & Co.
Hazelhurst Goudey Brit. bge. 877 Jan. 16 Vogel & Co.
Herbert Black Treat Amer. bge. 873 Jan. 2 Rosario & Co.
Hermine Meyer Ger. bge. 350 Feb. 16 Chinese
Highlander Hutcheson Amer. sh. 1852 June 19 Vogel & Co.
Holstein K Ger. sm. sc. 281 Jan. 10 Vogel & Co.
Humboldt Stoll Ger. bge. 880 Feb. 18 Edward Schellhass & Co.
Invincible Strickland Amer. sch. 1450 Dec. 6 Meyer & Co.
Irene Yates Amer. sch. 451 Jan. 18 Meyer & Co.
James Shepherd Madden Brit. bge. 849 Feb. 14 Melchers & Co.
Julie Lannay Fren. bge. 554 Jan. 24 Carlowitz & Co.
Kirkland Colledge Brit. bge. 723 Jan. 17 Edward Schellhass & Co.
Lars Brown Brit. bge. 723 Jan. 17 Edward Schellhass & Co.
Leda McDuff Brit. bge. 472 Jan. 18 Order
Lorraine McKean Brit. bge. 500 Dec. 24 Rosario & Co.
Matchless Daves Amer. sh. 1165 Nov. 10 Russell & Co.
Mignon Soule Am. sm. sc. 484 Jan. 3 Vogel & Co.
Morning Star Michaelson Slav. bge. 570 Dec. 10 Chinese
Nehemiah Gibson Bradford Amer. bge. 741 Feb. 23 Meyer & Co.
Pacific Slope Tank Brit. bge. 789 Feb. 24 Russell & Co.
Papa Bluse Ger. bge. 392 Feb. 6 Siemens & Co.
Paul Revere Mullin Amer. sh. 1735 Feb. 12 Captain
Penobscot Chaperone Amer. bge. 1133 Feb. 23 Butterfield & Swire
Penrith Remington Brit. bge. 549 Feb. 20 Melchers & Co.
Phaton Scheel Brit. bge. 576 Feb. 24 Wieler & Co.
Phillipine Southwood Brit. bge. 301 Feb. 11 Wieler & Co.
Pilgrim Fowle Amer. sh. 956 Jan. 16 Vogel & Co.
Prince Arthur Wills Brit. bge. 296 Feb. 20 Edward Schellhass & Co.
Ralph M. Hayward Doane Amer. sch. 605 Feb. 14 Captain
Saga Silversparre Swed. bge. 455 Feb. 16 Wieler & Co.
Silver Eagle Blighard Brit. bge. 908 Jan. 1 Adamson, Bell & Co.
Stillman R. Allen Taylor Amer. bge. 586 Jan. 26 Vogel & Co.
Stonewall Jackson Miller Amer. bge. 1102 Dec. 30 Arnold, Karberg & Co.
Stracathro Millar Brit. bge. 1169 Dec. 17 Vogel & Co.
Strathmore Hensworth Brit. bge. 500 Dec. 21 Captain
Sumaride Tobison Norw. sh. 943 Jan. 9 Vogel & Co.
Sumatra O'ough Amer. sh. 1090 Sept. 5 Russell & Co.
Sydenham Miller Brit. sh. 1063 Jan. 5 Vogel & Co.
Tartar Kaemena Ger. bge. 256 Feb. 27 Melchers & Co.
Thos. A. Goddard Smith Amer. bge. 682 Jan. 9 Douglas Lapraik & Co.
Thomas Fletcher Feudleton Amer. bge. 645 Feb. 23 Captain
Three Brothers K Brit. bge. 387 Feb. 24 Kwok Acheong
Vicenta Trumoya Span. bge. 518 Jan. 24 Remedios & Co.
Wandering Minstrel Stevenson Brit. bge. 369 Feb. 17 Captain

WHAMPOA

Mercedon Feb. bge. 327 Feb. 12 Meyer & Co.
Helene Volguarden Ger. bge. 372 Jan. 18 Wieler & Co.
Paul Marie Gallard Feb. bge. 324 Feb. 20 Carlowitz & Co.

CANTON

Ningpo Cass Brit. str. 761 Feb. 27 Siemens & Co.

Men-of-war in Hongkong Harbour.

Vessel's Name. Anchor- age. Flag. Class. Tons. Guns. H. I. Date of Arrival. Commander.

Armede 7 o French Flag-ship (iron-clad) 3800 12 450 Jan. 21 de la Barriere

Athelot 7 o U. S. corvette 1370 6 700 Feb. 12 Geo.